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MISCELLANY.

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OUR NAVY—No. III.

DETAILS OF THE SCHOOL-SHIP.

[Concluded from our last.]

In the work of reform and reorganization required for the navy, an examination into cause and effect will show, that the slow rate of promotion under the present system is not without its evil tendencies. Of the lieutenants, one-fourth of them have been in the service a quarter of a century and more; and in that time have been only advanced a single step. The officer who is at the head of the passed midshipmen's list, has been in service half of that time, and has not yet been once promoted; and the officer who is at the foot of that list, has the prospect before him, of serving not less than eighteen years for his first commission. This is owing to the circumstance, that the navy has been overstocked with midshipmen, by appointing more in one year than can be promoted in two. But the school-ship provides a remedy for this evil. One part of the plan proposed in the economy of the school-ship, is that the supply be regulated by the demand for officers—that the number of graduates admitted thence into the navy, be only sufficient to fill the vacancies that annually occur in the list of lieutenants.

The number of officers in each grade ought to be regulated by law; and not left, as it now is, to the caprice and fancy of those in power. There is no law to prevent the appointment of ten thousand midshipmen to-morrow. The navy has become a permanent establishment, and should be regulated by fixed principles. Other nations have their naval schools, and are reaping the benefits of them. Under the superintendence of Capt. Hastings, a school of practice has been opened on board the *Excellent*, for the royal navy. This school was intended for Gunnery alone. Lieutenants, and other officers who have graduated in this ship, are sent to the fleet in the Mediterranean, and to other stations, that they may diffuse through the ships in commission, the advantages of a well regulated and uniform system of training. So admirably has this plan of teaching by officers on board a ship set apart for the purpose, succeeded, that the Admiralty are preparing to admit captains also, as pupils in this school. If a captain in the royal navy may go to a school of practice, surely a midshipman in the American navy might be sent to a school-ship, and study with profit and advantage to his country and himself, the theory as well as the practice of his profession.

Notwithstanding, that for many years, officers of the royal navy have had the advantage of a naval college at Portsmouth, yet such have been the improvements of late years in navigation, ship-building, surveying, and in every department of nautical science, that England now finds it expedient, not only to establish this college upon a new and more comprehensive plan, but of re-educating officers who have passed through it. Formerly the Spaniards were pre-eminent in hydrography. Charts, constructed from old Spanish surveys, are yet considered by sailors as the most accurate charts of their day. But what was considered sufficiently accurate then, is gross and palpable error now, and would be utterly inadmissible in any survey of the present day. In one of the most important hydrographical surveys ever undertaken by any people, an argument entered into the data for calculating for the oblateness of the earth, as a spheroid, which produced an error of only nine

inches, in the latitude and longitude of places,—not on the chart—but in actual position on the surface of the earth. In mathematics it is easier to be right than wrong; and any error that is not less than the least assignable quantity, is an error of magnitude.—And this error of nine inches in the sphericity of the earth, is deemed of sufficient magnitude by the accomplished man of science at the head of the survey to be taken into account in the reconstruction of his charts.

It was but the other day, that the Board of Admiralty bought up at considerable expense, and suppressed, on account of inaccuracy, charts of the straits of Magellan and of the coasts of Tierra del Fuego, which had been constructed from the surveys of a public expedition sent out for the purpose of surveying those straits. Well may the college at Portsmouth be remodelled; and much better may something be done for our little school-ship, or for some plan of education in the American navy. The day has gone by, when in hydrographical surveys, it was admissible to step off a base line, on a tolerably level beach, and when that could not be found, to measure the height of a mast with a rope yarn, and use that measurement as the argument in calculating the base line. More is thought of inches now, than was then thought of fathoms. In the preliminary arrangements for that important national work, now in progress along our own coast under the superintendence of Mr. Hassler, highly polished steel bars of uniform temper and dimensions were used for measuring the base line. They were first subjected to every degree of temperature between the freezing and the boiling point; and the rate of expansion noted. Every time the length of a bar was admitted in the measurement, its temperature was observed by a thermometer attached, and also noted. And acting upon the mathematical, as well as the philosophical truth, that the ends of those bars, though brought together, were not in actual contact, the space between them was at each time measured with the assistance of a nicely constructed micrometer. In the final determination of the base line, the bars were reduced to a uniform temperature, in order to obtain their standard value. And to Mr. Hassler belongs the honor of having obtained the most accurately measured base line, that has ever been determined in any country. The accuracy of this line will pervade the whole survey.

A work of such perfection is to form the standard which our officers, in their surveys, should seek to attain. But to those unaccustomed to the niceties of mathematical induction, and who have not been properly indoctrinated into the art of surveying accurately, no service can be more forbidding and unwelcome than the hydrographical duty. Whereas, to the initiated, it is not only inviting, but extremely interesting and agreeable. This is a knowledge which comes not by intuition. It may be learned in the school-ship, which proposes to teach both the theory and the practice of this, as well as of every other branch of science, that pertains to the calling of a sailor. On certain days, an hour or two spent in boats on the survey of the harbor where the school-ship may be, would be a pleasant recreation to the midshipmen of the school. Much of the time besides, allotted for relaxation, should be devoted, as well for health to the body, as for profit to the mind, to the manly exercise of the seaman at the duties of his calling: among which, frequent training at the guns, firing at targets, and the like, should not be omitted.

If the school-ship were a 74, she might have a tender for two months in the year, in which the midshipmen could take their annual cruise at sea. Indeed,

this vessel might be advantageously employed the rest of the year as a practical school of seamanship for naval apprentices: a class of youth, who, if properly trained, are likely to prove an invaluable acquisition to the navy. For an agreeable combination of the *utile cum dulce*, this cruise with the midshipmen* might sometimes be extended from our own coasts, to foreign countries. The promise of a visit to the dock-yards of England and of France, would serve not merely to stimulate the pupil at his studies, but it would have its advantages in other respects. It would tend to take away from the tedium of the scholastic year, by constituting something pleasant and attractive to look forward to. It would give a zest to the holiday, and serve as a sweetener to its rough duties. To make the profession of arms agreeable to those who take them up, is one of the first duties of those with whom the power rests. The most comely feature in the economy of a well regulated ship, or in a military corps, is that which looks to the comfort and contentment of men and officers, and which seeks to make their duties as pleasant and agreeable as the nature of the service will allow them to be. The great secret of teaching too, is to make the duties of the school-room pleasures, if possible. Besides the charm which, in the young minds of its pupils, this cruise would prove in making the school-ship agreeable, they would reap the further advantages of visiting other navy yards than their own; of examining all improvements, and of comparing the system of others with our own. Other advantages, not real less than these, would result from such cruises.

It is curious and instructive too, to look back into the maritime history of the world. Until our own day, the sailor has been considered as a being who either did not require, or could not receive the advantages of education. For the diffusion of knowledge among seamen, less has been done by all nations, than for any other class of citizens. When the needle and the astrolabe "had weaned creeping commerce from the coward shores;" and printing, "giving wings to paper, emancipated knowledge from the cloister," Isabella encouraged the admission of books free of duty, "because, by promoting knowledge, they brought honor and profit to the kingdom." It was not till then, that the grandees of Spain began to think "letters might be no obstacle to the profession of arms;" and to send their sons to the schools of P. Martyr, tutor to the accomplished brother of broken-hearted Juana Loca. Three hundred and fifty years afterwards, the opinion of the Spanish grandees remains to be carried out in the United States of America, at least so far as it regards the profession of arms at sea. For hitherto, when asked to endow a naval school, government has replied in effect, that officers were wanted to *fight*, and that *book* learning was a thing with which a man-of-war's man had nothing to do. That sort of rude education acquired between the years of infancy and puberty—his life of hardihood, peril and adventure, may now and then fit the sailor to weave in beauty his gossamer nets of fiction, or of travel; but such qualifications enable him by no means to manage the woof and web of more substantial learning—or qualify him for the analytical and synthetical investigation of physical laws and the abstract principles of science.

*In 1817, at the suggestion of Commodore Bainbridge, (I think it was) the U. S. brig *Prometheus*, Commander, now Commodore, Wadsworth, was sent, manned principally with midshipmen, to cruise on the coast. They were berthed on the berth-deck, as the sailors usually are; and were required to perform all the duties of the latter, not only in handling, reefing, and steering, but in holy-stoning the decks, and cleaning the ship also. During this cruise, they surveyed Portsmouth, and several other harbors.—These officers now recur to this cruise with pleasure; and allude to their time in the *Prometheus*, as the most pleasant and instructive period of their life as midshipmen. As I write, there is one of them sitting near, who says that he and those who were with him, learned more of their profession during this cruise of a few months, than they had learned in years before. Taking them as a class, those of these officers who remain, are the best of their grade in the navy.

In the palmy days of geographical discovery, the question was tauntingly asked by a mariner, "what have you land-men ever discovered?" "Navigation for seamen," was the reply. And a striking exemplification of how little the minds of seamen, in all ages, have been trained by education to the inductive process of reasoning, or to scientific research, is afforded by the fact, that but few inventions in art, or discoveries in science, have originated among them.—Wedded to "old notions," they have been slow to adopt the improvements of others, and as a class are often found 'far behind the times.'

The use of an implement, which, without the efficiency, took the place of the bee-hives of the ancients, has not been long exploded in maritime warfare. As late as the revolution, sailors have been known to attack their enemies with 'stink pots;' and when closely pressed in chase, they were wont to cut away timbers, and saw bulwarks, that their vessel might 'have play, and work;' for the notion was that a ship, like a horse, would go faster by straining.

Within my own recollection as a sailor, it was by no means uncommon, and before that it was general, to see vessels with *bags* to their topsails, for holding wind. These bags were known under the graceful term of 'flowing reefs;' and with the wind free, they were used under the idea that the more the sails could be made to 'belly out,' the more wind was in them; and therefore the faster the ship would go. The idea that the surface of actual impingement for the propelling power of the wind, is to be measured by the area of a plane from 'clue to ear-ring,' and contained between the head and foot ropes of a sail, has been acted on only of late years. And so far from a flowing reef now, a sail fits well only when it sets as 'flat as a board.'

Looking into the history of navigation, we find that the discovery of the magnet extends back beyond the reach of history; and that tradition is doubtful as to the inventor of the mariner's compass. But the intensity apparatus, the azimuth compass, the dipping needle and the diurnal variation instrument, with a variety of magnetometers, are all modern inventions, or comparatively recent improvements, which do not owe their origin to 'them that go down to the sea in ships.' The Dip Sector is the work of Dr. Wollaston; the sextant is an improvement on the quadrant, the invention of Dr. Hadley, and the most valuable instrument in modern navigation. I have seen the quadrant used on board the *Bonne Femme* Richard by Paul Jones; it resembles its type of the present day, quite as much as the Great Western, and British Queen look like the offspring of Fulton's first steamer. A Frenchman, in 1500, was the first to invent port-holes to ships. Men-of-war at that time carried their guns mounted over their bulwarks, like those of a battery 'en barbet.' Before this they had a castle built forward, and another aft, as a sort of strong hold, to which the crew might retire to make their last stand. All that remains of these castles in ships of the present day, is the name; '*unde*' fore-castle.—Nine years after the Frenchman had made known his discovery, Henry VII had the first double-decked ship built in England. She measured a thousand tons; and though not so large as some of the Liverpool packets of the 'Dramatic' line from New York now are, was the largest ship in the English navy.

Sir Walter Raleigh was among the first to argue that a powerful navy, as a means of British independence and national glory, must needs constitute an essential feature in the policy of England. A successful courtier and the rival of Essex and of Cecil for the favor of Elizabeth, he was counted a man of learning in his day. And though famed for "ditty and amorous odes," he found time to contribute largely to navigation. A soldier in his youth, he was sent to quell a rebellion in that 'commonwealth of common woe'—as he described Ireland. In arms he behaved most valiantly, and without following the

sea as a profession, obtained from his sovereign the rank of Admiral. His feats before Cadiz and Fayal gained him great renown. Dazzled with the splendor of a geographical fiction, he embarked for the new world, to spy out a land of 'barbaric pomp and gold,' called by the Spaniards, El Dorado. The warriors there were said to be female Amazons of singular prowess—and its capital to be a gorgeous city called Manoa, having its houses roofed with gold, and situated in the 'upper country,' on the lake Parina, the waters of which also rolled over their beds of golden sands. Disappointed, but not disheartened, he returned from the search, with all his bright visions flitting before him, to drag out in the tower, thirteen long and weary years of imprisonment. Here he was not idle, but employed himself perhaps more usefully than ever before. It was there he wrote his 'History of the World,' the most remarkable work of the day. Often breaking its thread in his love for theological disquisition, we find him with zeal and earnestness engaging in the enquiry with polemics concurring the locality of the 'orb of Paradise.' He gravely discusses whether the forbidden fruit were not the prickly pear, and if Noah's ark were not lighted with a carbuncle. Turning from these subjects to his gallipots and stills, he sought recreation in a hen-house, and there compounded nostrums for the Prince of Wales, and cordials for the sick queen of the relentless James. The 'Raleigh cordial' is said to have effected as many miraculous cures in its day, as have since been performed by the 'pills and panaceas' of more enlightened times. Released from his prison walls, he again embarks to seek the land of his golden dreams, and actually ascends the Oronoco a second time, in search of the gilded capital and glittering lake of El Dorado. Disheartened by losses and a fruitless search, the expedition is resolved into a swarm of pirates, to "look for homeward-bound Spanish men." Baffled here too, he again returns to his native land, and to prison, whence, after a short interval, he is brought to the scaffold. In the midst of such occupations, scenes and times, this man found leisure to write the first treatise that ever appeared in the English language on naval architecture. And without having been bred to the seaman's calling, he wrote on 'the art of war at sea;' a subject which he observes, 'has never been handled by any man, ancient or modern.' His account of the fifteen hour fight between Sir Richard Grenville's ship, and the whole Spanish fleet of 53 sail and 10,000 men, 'more moveth the heart, than a trumpet.' After the Englishman had expended all his ammunition, he commanded his ship to be sunk, that 'nothing might remain of glory or of victory to the Spaniard.' Notwithstanding that naval architecture has been so much improved as an art—as a science—it is comparatively but little in advance of the stage at which Sir Walter left it. The rule will not work both ways—for though ships may be built from models, models cannot be built from ships. It is well known that while the first builders in New York will charge \$500, or \$1000 for the model of one of their favorite ships, they will allow other builders to go on board, and afford them every facility for measuring all parts of the ship, conscious that without the model and drawings which are locked up in the model-room, her like cannot be built. Under a well regulated system of naval instruction, would this have been said?

The fact that every nation, in sending out ships on voyages of discovery, has found it expedient to furnish them with men of science from private life, is a striking comment on the system hitherto pursued by every nation in the education of nautical men. Cook, that *beau ideal* of a sailor, whose voyages have sent so many school-boys to sea, was a man of sound mind, without the advantages of learning:—Sir Joseph Banks was his 'vade mecum.' During the expedition of Captain Baudin (now Admiral?) it was

discovered that the virtue of all the spare magnetic needles had been impaired in consequence of rust. "All the articles provided by government," said he to a member of his scientific corps, as he unlocked his case of rusty needles, "are shabby beyond description. Had they acted as I could have wished, they would have given us *silver* instead of *steel* needles." This brings to mind the extravagance with which an expedition of a more modern day was fitted out. It had a *carte blanche* for its out-fits. One of our old commodores in amazement at the prodigality displayed in some of the articles, said to his gunner of the yard, "If you have any gold guns on charge, send them to the Exploring Expedition." I have no doubt, that under such circumstances, Captain Baudin might have been furnished with silver needles. When any thing went wrong in the expedition, the Frenchman had a way of rectifying it by "throwing his hat on deck and giving it two kicks," an expedient that is sometimes resorted to also in other ravies. His journal was filled with the most beautiful drawings, executed by one of the sailors, and is remarkable for nothing else but its wordy and barren pages.

Free-booting Lord Anson too was a strong-headed Englishman without education. "Marvellously frugal both of his speech and pen," he is said to have been "round the world, but never in it." His voyage was written by his stay-at-home companion, the accomplished Robins. Anson destroyed Payta, after having pillaged its citizens of a million and a half of dollars. He left the figure-head of his ship there, which a few years ago was to be seen standing at the corner of a square. He robbed the church, and one of his sailors gave, with a cutlass, the image of *Neustra Senora* a gash on the cheek, which, to this day, remains as fresh and as bloody as it was at the moment when the 'Maldito Ingies' fled horror-stricken from her presence. The anniversary of this sacrilegious act is still retained as a feast day in the church. Once a year, the priest exhibits to a motley and superstitious crowd, the bleeding wound of Holy Virgin; "whose blood no art can quench." Anson captured the Acapulco ship, laden with the whole year's revenue of Mexico—the richest prize ever known. The story is somewhere told of his crew, when they were paid off, dressing up in cocked hats trimmed with gold lace. One of them appeared under a hat with silver trimmings. The rest were indignant at him, and were about to deal with him in no gentle terms, as a disgrace to his companions, their ship and the sea, when he explained, that there were no more gold trimmings in the place, and he had "made the man charge for this hat all the same, as though it had been trimmed with gold."

But the point in the history of this remarkable man, to whom I wish to call your particular attention, is a fact which serves better than any I have cited, to illustrate the proposition stated above, viz:—that hitherto the education of nautical men has not been such as properly to train their minds, either to the inductive process of reasoning, or to the systematic investigation of cause and effect. Lord Anson was the first to *put in practice* a system of naval tactics, which has since been found to be the greatest improvement ever made in maritime warfare; and which alone has gained for England her celebrity on the water. I do not say to *discover*, because like the man who had been speaking prose all his life without knowing it, neither Anson nor his contemporaries appear ever to have discovered that there was any thing remarkable or uncommon in his mode of attacking the combined squadrons in 1747. For three successive wars after this, the English officers, unmindful of Anson's *feite*, always adhered to the old plan of "preserving the line" in their fleet engagements. In all actions between single ships, the English were generally triumphant; yet, when they assembled their ships in fleets, and went into battle, it is remarkable that no decisive

engagement took place during the whole course of these three wars. That "Our Hawke did bang, Monsieur Conflans" forms no exception to this remark; for the French on that occasion, not waiting to receive the attack, ran away, and were fairly overtaken and picked up by the English.

"Let any one imagine," says Clark, the expounder of the new system of tactics, "a rencontre of horsemen, where the parties, on coming to the ground appointed, had pushed their horses at full speed, exchanging a few pistol shots as they passed one another in opposite directions, at the distance of forty or fifty yards, and then some idea may be formed of the effect of rencontres, where adverse fleets are brought to pass each other on opposite tacks." When they engaged on the same tack, the English always sought the windward—and the French, as invariably, the leeward position. The former then running down, each ship for her opposite, exposed themselves to the raking fire of the enemy, for the sake of making the action general along the whole line. In this manœuvre the English generally suffered; and when they hauled up, so as to bring their broadsides to bear, the enemy, galling their van, would run down five or six miles to leeward, and then wait for the English to re-form, and to renew the attack. In this way it may be said that the English did all the engaging and the French all the fighting. And if the English fleets ever captured a ship it was by accident, and in violation of their rules of fleet-fighting. It was not uncommon for fifty or sixty ships of the line, mounting 4,000 or 5,000 guns, and manned by 35,000 or 40,000 seamen, to be engaged for hours, and to separate without the loss of a ship, and sometimes without even the loss of a man.

But it generally happened that the English fleets, in seeking the weather gage, and endeavoring to make the action general, exposed themselves, by their manner of closing with the enemy, to a raking fire; on which occasions, if they did not come off worsted, they gained nothing of importance. Such was the affair of Minorca, in 1756, which doomed the unfortunate Byng. Pocock's two years, in the East Indies, was no better. The same tactics prevailed in Arbuthnot's and Greaves' engagement off the Chesapeake. And on the lakes, at a much later day, a like system had well nigh brought a defeat upon the American arms. For our Perry, in his eagerness to make the action general, adhered to the old plan of "preserving the line," until his own ship had struck, and the enemy "would not have given sixpence for his squadron." Then, boarding the Niagara in an open boat, he resolved to make a desperate rally, and risk the fortune of the day upon a single cast. Dashing in that vessel, right between the Chippewa and Lady Prevost on one side,* and the Detroit and Queen Charlotte on the other, he cut the line; and pouring in his raking broadsides right and left, in fifteen minutes he made the enemy "ours." Before this, the action had continued for three hours; the Americans had lost their flag-ship, and the English had sustained comparatively little injury. In Keppel's engagement of 1778, off Ushant—in Byron's of the following year off Granada—and in Rodney's of the year succeeding off Martinique, their fleets were manœuvred after the same code of preserving the line to make the action general. Under this system, one miscarriage at sea succeeded to another. Smarting under their effects, and wounded in pride, the whole English nation became restive from disaster. But instead of seeking the cause of the failure of her fleets, to which Anson unknowingly had long before given the clue, she cried out for the blood of guiltless officers. Admiral Byng, Anson's friend, whom he had appointed to the Mediterranean fleet, was sacrificed to appease the popular clamor—and as Voltaire said, *pour encourager les autres*. Keppel (who had been a midshipman or

lieutenant in Anson's squadron,) was tried, and so were Matthews and other Admirals who "preserved the line."

In the midst of these national misfortunes, a landsman demonstrated for the officers the cause of their failure, and issued from the beer shops of London a new system of naval tactics, which Anson had ignorantly practised with success thirty years before; and which being now caught at by Rodney, Duncan, Howe and Nelson, triumphantly led them on to the most glorious victories. Disdaining the trammels of the old system, they boldly dashed right into the midst of the opposing ships, broke their lines, brought down their flags, and placed the sceptre of the seas once more within the grasp of England. Her foes were dismayed, and, in the "*guadia certaminis*" of a people made drunk with success, it was boastfully and proudly proclaimed to the world,

"The winds and seas are Britain's wide domain,
And not a sail but by permission spreads."

The whole secret of this mode of attack, was nothing more than the introduction of the principle on the water, which has always governed generals in their operations on the land, viz: that of attacking the enemy in his most vulnerable point, or of gaining the advantage by throwing him into confusion. It is fully explained in one of the few productions that remain to us of Anson's "frugal pen." "Being convinced," says he, in his official account of the engagement of 1747 before alluded to, "being convinced that their whole aim was to gain time, in order to escape under cover of the night, I made signal for the whole fleet to pursue the enemy and attack them, without having any regard to the line of battle. The Centurion having got up with the *sternmost ship of the enemy began to engage her; upon which, two of the largest of the enemy's ships bore down to her assistance*. The *Namur*, *Defiance* and *Windsor*, (English,) being the headmost ships, soon entered into the action, and after having disabled those ships in such a manner that the ships astern must come up with them, they made sail a-head to prevent the van of the enemy making an escape."

It was on this occasion that the French commander paid the English freebooter the beautiful epigrammatic compliment, which gave rise to the remark that the "Frenchman had lost his battle to gain his *point*." His ship, the *Invincible*, was followed in the line by the *Gloire*. When he came on board the Admiral's ship to surrender himself a prisoner, stepping up to Lord Anson, and offering his sword, he good humoredly said, "*Monsieur, vous avez vaincu l'Invincible, et la Gloire vous suit.*"

Of the officers who were with Anson; Howe, Byron, Keppel, Hyde Parker, and Saunders, afterwards commanded fleets; but it does not appear that any one of them ever thought of adopting this mode of attack, until John Clark had stated from the beer-shops aforesaid, its advantages to Atkinson, the particular friend of Lord Rodney, and to Sir Charles Douglas, his captain of the fleet. They repeated the text, and showed the diagram to his Lordship, who, in his brilliant achievement of April, 1792, was the first to give the practical demonstration of the landsman's problem for 'cutting the line.' Though the first germ of this new system was undoubtedly developed in Anson's engagement of '47, to Clark belongs the honor of giving it, in mathematical proportions, the symmetry and form of a distinct proposition; and of showing, by his theoretical deductions, the glorious advantages of its practical operation.

And now, before I write the Q. E. D. in proof of the defects which obtained at that time in the education of nautical men, let me ask, how it came to pass that a landsman—one who had never been to sea—should have conceived, and detailed with all the minuteness of practical operation, the best system of naval tactics that is known at this day? How is

* Cooper's Naval History, Vol. II, p. 335.

it, that this man, who had never seen a fleet 'in line,' should teach such men as Rodney, St. Vincent, Howe, Nelson, and a host of others, who lived in fleets—ay, the whole British navy—to manœuvre their ships by squadrons; gallantly to lead them into battle, and victoriously to bring them out? I answer, because the system of education in the English navy was then as defective as it now is in the American—because the *book learning* of officers generally, was not of that solid, practical kind which is required in such a profession; and which would be dispensed from our school-ship, or any other well regulated institution for the instruction of young officers.

Considering that the advantages of education are more generally diffused among all classes now than they were fifty years ago, and making the allowance due to this circumstance alone, the means of education afforded at the present day to officers of the American navy, are very much such as were enjoyed by the English officers in the time of Clark; and in support of this assertion, let us examine on this side of the Atlantic for some of the practical results of such a system. Two or three years ago, Commander —, of considerable, but by no means enviable notoriety, invented a double-flinted lock for naval ordnance, and offered to present the right of patent to the Government. But strange to say, the work on naval gunnery, by Sir Howard Douglas, (son to Rodney's captain,) which is a standard work in our navy, and which has been in the hands of midshipmen as far back as my recollection extends on the subject, contains a drawing and description of a double-flinted lock very similar, indeed, to that of the Commander aforesaid. The difference in the description of the two would hardly afford a loop on which the inventors could hang a specification for separate inventions. But it would be a waste both of your time and of my ink to discuss the right of parentage to this invention, especially since Sir Charles Douglas, (Sir Howard's father,) who, I believe, was the first to try his son's lock, has been dead for many, many years; and the lock itself has long ago gone into disuse, being replaced by the wafer and spring-hammer of modern improvement.

At the suggestion of a worthy old commodore, (*de mortuis nil nisi bonum*), an inclined plane was constructed, not a great many years ago, at one of our navy yards, for hauling up ships for repairs. When it was finished, it possessed these remarkable advantages, viz: it would cost about as much to get a ship up, and off this plane, as it would to build a new ship; and a ship which was really decayed, and which required repairs, could not be got up on the inclined plane at all—for none but new and strong ships could withstand the straining process to be undergone, in the operation of hauling up from the water such a mass of wood and iron. This wonderful invention had been tried in France, years before, where it likewise proved a splendid failure. A knowledge of the first principles of mechanics, correctly applied, would have taught the projector of this contrivance that its principles were at variance with the laws or philosophy, and that therefore his ideas were impracticable, and his invention a failure. But the money expended by the Government in its roundabout way of arriving at such a result, would have sufficed handsomely to endow a score of school-ships.

Some years afterwards, the same officer conceived another invention. His wants being administered to by the public treasury, the schooner *Experiment* was brought forth—a non-descript, which Jack not inaptly compared to the rind of a water-melon cut in two, and considered a sort of sea-trap for sailors, admirably calculated for a cruise to "Davy Jones' Locker." She was built without timbers, somewhat on the plan of Townes' (?) bridges. But it was not sufficiently borne in mind, that though diagonally laid scantling will make a very substantial bridge, which is station-

ary, it will not give the necessary strength to a ship, that is continually worked and twisted about—requiring, to withstand the force of winds and waves, all the strength that wood and iron can give. The same plan of diagonal building had been tried in England. Experiment there, too, had long before showed that it would afford strength barely sufficient for a frigate's launch. And after the point was gained of building a row-boat without timbers, the plan was not found to possess any decided advantages over the usual method of building with timbers. And here, again, was uselessly expended money enough to put in operation a school-ship on the most enlarged scale. Such results as these indicate more surely than any theory can prove, that there are defects in our system of education in the navy. But to treat of them is an unpleasant and an ungracious office; therefore let us turn to a more pleasing picture.

The experience of every officer will sustain me in the assertion, that for the last fifteen or twenty years the moral and intellectual condition of the navy has been steadily advancing. And I think, upon a due examination into cause and effect, it would appear that this improvement is in a great measure owing to the establishment of libraries on board our public vessels. Furnishing libraries to our men-of-war, is the only effectual step that has ever been taken towards education in the navy. And for this, we are indebted to the device of another landsman, Mr. Wood—known to you as the philanthrope who would never be permitted to live in Siam, where it is not lawful, even for his Magnificent Highness, the King himself, to do good every day. It is this gentleman's amusement to go about doing good every where, and to all classes, in his own peculiar quiet way. He is the originator, both in this country and in England, of those excellent institutions known in our large cities as "Mercantile Library Associations."

In 1821, when the *Franklin* 74, Commodore Stewart, was about to sail on a three years' cruise to the Pacific, Mr. Wood went on board, and with the permission of the commodore, addressed the crew on the subject of procuring a library. The proposition was received with three cheers, and about \$800 were immediately subscribed by the men and officers, with which Mr. Wood procured 1500 volumes. The commodore had an apartment set apart as a library, and appointed a librarian. One of the conditions was, that the books which remained at the end of the cruise should be placed in the hands of Mr. Wood, for the purpose of founding a library in the Brooklyn navy yard. About 400 volumes were returned, which afterwards formed the nucleus around which so many valuable collections have been made in the Naval Lyceum of the New York navy yard. The commodore, on his return, bore ample testimony to the beneficial effects of the library scheme; and through the agency of Mr. Wood, the Navy Department was induced to furnish every ship with a small library. Perhaps if you would invite that gentleman to the windlass, he might do something effectual in the way of procuring the establishment of a school-ship. His library plan has been silently and steadily producing its good effects. But how much more palpable and obvious would be the advantages of a well regulated school-ship.

But lest, like the engineer, who maintained that rivers were intended by nature only to feed canals, I be accused of advancing the opinion that ships were intended only for school-houses, I shall here let the subject rest, hoping that some abler pen will take it up. The "scraps" which remain in the bag, relate to subjects both of grave importance and crying evil. They are reserved for the next overhauling.

September, 1840.

H. B.

OFFICIAL NAVAL REGISTER, FOR 1840.—A few copies for sale at this office.

Ap. 2

EXTRACTS FROM THE
PRESIDENT'S MESSAGE.

A report from the Secretary of War, presenting a detailed view of the affairs of that department, accompanies this communication.

The desultory duties connected with the removal of the Indians, in which the army has been constantly engaged on the northern and western frontiers, and in Florida, have rendered it impracticable to carry into full effect the plan recommended by the Secretary for improving its discipline. In every instance where the regiments have been concentrated, they have made great progress; and the best results may be anticipated from a continuance of this system. During the last season, a part of the troops have been employed in removing Indians from the interior to the territory assigned them in the west—a duty which they have performed efficiently, and with praiseworthy humanity; and that portion of them which has been stationed in Florida continued active operations there through the heats of summer.

The policy of the United States in regard to the Indians, of which a succinct account is given in my message of 1838, and of the wisdom and expediency of which I am fully satisfied, has been continued in active operation throughout the whole period of my administration. Since the spring of 1837, more than forty thousand Indians have been removed to their new homes west of the Mississippi; and I am happy to add, that all accounts concur in representing the result of this measure as eminently beneficial to that people.

The emigration of the Seminoles alone has been attended with serious difficulty, and occasioned bloodshed; hostilities having been commenced by the Indians in Florida, under the apprehension that they would be compelled, by force, to comply with their treaty stipulations. The execution of the treaty of Payne's Landing, signed in 1832, but not ratified until 1834, was postponed, at the solicitation of the Indians, until 1836, when they again renewed the agreement to remove peaceably to their new homes in the west.

In the face of this solemn and renewed compact, they broke their faith, and commenced hostilities by the massacre of Major Dade's command, the murder of their agent, General Thompson, and other acts of cruel treachery. When this alarming and unexpected intelligence reached the seat of Government, every effort appears to have been made to reinforce General Clinch, who commanded the troops then in Florida. General Eustis was despatched with reinforcements from Charleston; troops were called out from Alabama, Tennessee, and Georgia; and General Scott was sent to take the command, with ample powers and ample means. At the first alarm, General Gaines organized a force at New Orleans, and without waiting for orders, landed in Florida, where he delivered over the troops he had brought with him to General Scott.

Governor Call was subsequently appointed to conduct a summer campaign, and at the close of it, was replaced by General Jesup. These events and changes took place under the administration of my predecessor.

Notwithstanding the exertions of the experienced officers who had command there for eighteen months, on entering upon the administration of the Government I found the Territory of Florida a prey to Indian atrocities. A strenuous effort was immediately made to bring these hostilities to a close; and the army, under General Jesup, was reinforced until it amounted to ten thousand men, and furnished with abundant supplies of every description. In this campaign a great number of the enemy were captured and destroyed; but the character of the contest only was changed. The Indians, having been defeated in every engagement, dispersed in small bands throughout the country, and became an enterprising, formidable, and ruthless banditti. General Taylor, who succeeded

Gen. Jesup used his best exertions to subdue them, and was seconded in his efforts by the officers under his command; but he, too, failed to protect the Territory from their depredations. By an act of signal and cruel treachery, they broke the truce made with them by General Macomb, who was sent from Washington for the purpose of carrying into effect the expressed wishes of Congress, and have continued their devastations ever since.

General Armistead, who was in Florida when General Taylor left the army, by permission, assumed the command, and, after active summer operations, was met by propositions for peace; and, from the fortunate coincidence of the arrival in Florida, at the same period, of the delegation from the Seminoles who are happily settled west of the Mississippi, and are now anxious to persuade their countrymen to join them there, hopes were for some time entertained that the Indians might be induced to leave the Territory without further difficulty. These hopes have proved fallacious, and hostilities have been renewed throughout the whole of the Territory. That this contest has endured so long, is to be attributed to causes beyond the control of the Government. Experienced generals have had the command of the troops; officers and soldiers have alike distinguished themselves for their activity, patience, and enduring courage; the army has been constantly furnished with supplies of every description; and we must look for the causes which have so long procrastinated the issue of the contest, in the vast extent of the theatre of hostilities, the almost insurmountable obstacles presented by the nature of the country, the climate, and the wily character of the savages.

The sites for marine hospitals on the rivers and lakes, which I was authorized to select and cause to be purchased, have all been designated; but, the appropriation not proving sufficient, conditional arrangements only have been made for their acquisition. It is for Congress to decide whether those conditional purchases shall be sanctioned, and the humane intentions of the law carried into full effect.

The navy, as will appear from the accompanying report of the Secretary, has been usefully and honorably employed in the protection of our commerce and citizens in the Mediterranean, the Pacific, on the coast of Brazil, and in the Gulf of Mexico. A small squadron, consisting of the frigate *Constellation* and the sloop-of-war *Boston*, under Commodore Kearny, is now on its way to the China and Indian seas, for the purpose of attending to our interests in that quarter; and Commander Aulick, in the sloop-of-war *Yorktown*, has been instructed to visit the Sandwich and Society Islands, the coasts of New Zealand and Japan, together with other ports and islands frequented by our whale-ships, for the purpose of giving them countenance and protection, should they be required. Other smaller vessels have been, and still are, employed in prosecuting the surveys of the coast of the United States, directed by various acts of Congress; and those which have been completed will shortly be laid before you.

The exploring expedition, at the latest date, was preparing to leave the Bay of Islands, New Zealand, in further prosecution of objects which have thus far, been successfully accomplished. The discovery of a new continent, which was first seen in latitude 66° 2' south, longitude 154° 27' east, and afterwards in latitude 66° 31' south, longitude 153° 40' east, by Lieutenants Wilkes and Hudson, for an extent of eighteen hundred miles, but on which they were prevented from landing by vast bodies of ice which encompassed it, is one of the honorable results of the enterprise. Lieutenant Wilkes bears testimony to the zeal and good conduct of his officers and men; and it is but justice to that officer to state that he appears to have performed the duties assigned him with an ardor, ability, and perseverance, which give every assurance of an honorable issue to the undertaking. * * *

The suppression of the African slave trade has received the continued attention of the Government. The brig *Dolphin* and schooner *Grampus* have been employed during the last season on the coast of Africa, for the purpose of preventing such portions of that trade as was said to be prosecuted under the American flag. After cruising off those parts of the coast most usually resorted to by slavers, until the commencement of the rainy season, these vessels returned to the United States for supplies, and have since been despatched on a similar service.

From the reports of the commanding officers, it appears that the trade is now principally carried on under Portuguese colors; and they express the opinion that the apprehension of their presence on the slave coast has, in a great degree, arrested the prostitution of the American flag to this inhuman purpose. It is hoped that, by continuing to maintain this force in that quarter, and by the exertions of the officers in command, much will be done to put a stop to whatever portion of this traffic may have been carried on under the American flag, and to prevent its use in a trade which, while it violates the law, is equally an outrage on the rights of others and the feelings of humanity.

The efforts of the several Governments who are anxiously seeking to suppress this traffic must, however, be directed against the facilities afforded by what are now recognised as legitimate commercial pursuits, before that object can be fully accomplished. Supplies of provisions, water-casks, merchandise, and articles connected with the prosecution of the slave-trade, are, it is understood, freely carried by vessels of different nations to the slave factories; and the effects of the factors are transported openly from one slave station to another, without interruption or punishment by either of the nations to which they belong, engaged in the commerce of that region. I submit to your judgments whether this Government, having been the first to prohibit, by adequate penalties, the slave-trade—the first to declare it piracy—should not be the first, also, to forbid to its citizens all trade with the slave factories on the coast of Africa, giving an example to all nations in this respect, which, if fairly followed, cannot fail to produce the most effective results in breaking up those dens of iniquity.

M. VAN BUREN.

WASHINGTON, DECEMBER 5, 1849.

REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, December 5, 1849.

Sir: In the performance of a duty annually devolving on this Department, I respectfully submit the following report:

The squadron in the Mediterranean remains the same as it was at the date of my last report, and consists of the *Ohio* 74, the *Brandywine*, first class frigate, and the *Cyane* sloop of war—the whole under the command of Commodore Isaac Hull.

This force has been found fully adequate to the protection of our commerce, which has remained unmolested in that quarter.

The squadron on the Pacific station is composed of the frigate *Constitution*, the sloop of war *St. Louis*, and the schooner *Shark*, under Commodore Claxton. Since the date of my last report, the schooner *Enterprise*, then on her way home, and the sloops of war *Lexington* and *Falmouth*, which had been directed to return, have arrived in the United States, and have been replaced by the sloops *Yorktown* and *Dale*, now on the eve of sailing for the Pacific. The squadron, when joined by these vessels, will consist of a frigate of the first class, three sloops of war and a schooner. Commodore Claxton has been directed to despatch the *Yorktown* on a cruise to the Sandwich and Society islands, New Zealand, the coast of Japan, the Gulf of California, and the Ladrões and Marquesas, for the general protection of our whaling interests, and other commercial purposes.

The squadron on the coast of Brazil under Commodore J. B. Nicolson, at the date of my last report, was composed of the *razee Independence*, and the sloops of war *Fairfield* and *Marion*. The two former have returned to the United States, Commodore Nicolson having been relieved in the command of that station by Commodore Charles G. Ridgely, whose force now consists of the *Potomac*, first class frigate, the sloops of war *Decatur* and *Marion*, and the schooner *Enterprise*. The difficulties between the French Government and that of the Argentine Republic still subsisting, and the blockade continuing to be rigidly enforced, it has been thought expedient to augment this force, and the sloop of war *Concord* is now on the eve of sailing for that purpose.

The squadron employed in the Gulf of Mexico and the West Indies, under Commodore William B. Shubrick, at the date of my last report, consisted of the frigate *Macedonian*, and the sloops of war *Ontario*, *Erie*, *Warren* and *Levant*. The *Ontario* has been ordered to the North for repairs, and the *Erie* being found unfit for service, has been detached from the squadron. The remaining vessels, with the exception of the *Warren*, were directed to leave the station during the hurricane months, and proceed to the North. Commodore Shubrick accordingly left Pensacola in July last with the *Macedonian*, *Levant*, and *Erie*, and arrived at Boston in August. Thence he proceeded to Eastport, and on his return visited the principal ports on the coast as far south as Norfolk, where, in conformity with his instructions from the Department, he delivered the command of the West India squadron to Commodore Jesse Wilkinson, who had been appointed to relieve him, and who has proceeded to his station. The command of Commodore Wilkinson now consists of the *Macedonian* frigate and the sloops of war *Levant* and *Warren*, which force is deemed sufficient for the protection of our interests in that quarter in the present state of things.

The frigate *Columbia* and corvette *John Adams*, employed in the cruise in the Indian and China Seas, under Com. George C. Read, for the protection of the commerce of the United States in that quarter, have returned home. The frigate *Constellation*, and sloop of war *Boston*, have recently sailed for Rio de Janeiro, where they will replenish their supplies and receive Captain Lawrence Kearny, now in command of the flag ship on the Brazilian station, who will hoist his pendant on board the *Constellation*, as commander of the East India squadron, and proceed with that vessel and the *Boston* to carry out his instructions.

The Exploring Expedition, as stated in my last report, was at Callao, whence Lieutenant Wilkes sailed on the 6th July, 1839. Since that period he has visited the Society Islands, Navigator's Group, New Zealand, and various detached islands, with whose inhabitants he held the most amicable intercourse, and with the ports and harbours of which he made himself particularly acquainted. On the 26th December, 1839, he left the port of Sydney, in New Holland, and proceeded to penetrate the Antarctic sea. On the 19th January following, the *Vincennes* discovered land in latitude 66° 2', south, longitude 154° 27' east, and had soundings in thirty fathoms water. The same day the *Peacock* made a similar discovery in latitude 66° 31', longitude 153° 40', and obtained soundings at a depth of three hundred and twenty fathoms. Lieutenant Wilkes coasted along this land, and had sight of it at various times for a distance of eighteen hundred miles, and has denominated it the Antarctic Continent. It is to be regretted, however, that the vast masses of ice, with which it is every where defended, prevented a nearer approach than fifteen miles, and rendered it impossible to land. It is described as presenting one vast mass of snow and ice, apparently rising almost perpendicularly from the sea, and will probably forever baffle the efforts of man to explore its interior, or convert it to any useful purposes.

After repeated and persevering efforts to approach

the coast and effect a landing. Lieutenant Wilkes, his officers and men, having suffered severely from intense cold and the exposures incidental to this hazardous enterprise, returned to Sydney the 11th of March, 1840, where he was joined by the Peacock and Porpoise, the former of which had been in imminent danger from coming in contact with an island of ice. Lieutenant Wilkes speaks in the highest terms of the conduct of the officers and crew of the expedition. At the last dates, the 6th of April, he was at the bay of islands, New Zealand, whence he was shortly to proceed to carry out his instructions.

The steam frigate *Fulton* has been employed during the past season in experimenting with Paixhan guns and shot, under the direction of Captain Perry; and with a view to afford as many officers as possible an opportunity of becoming acquainted with the practice of gunnery, as large a number of supernumeraries have been attached to her as she could accommodate. The reports of Captain Perry present very interesting results, and it is contemplated to continue the experiments for the purpose of demonstrating the relative advantages of the Paixhan guns and those in ordinary use, as well as of affording a useful practice to our naval officers, by attaching them in succession to this vessel.

The surveys on the Southern coast of the United States, directed by the act of the 3d of March, 1837, have been completed under the superintendence of Lieutenant Glynn, and it is expected that the Department will be enabled to lay before Congress either at or shortly after the commencement of the session, complete charts of all the ports and places which have been surveyed.

The brig *Consort*, under the command of Lieutenant Powell, is now occupied in surveying the coast from the bay of Appalachicola to the mouth of the Mississippi, as directed by the act making appropriations for the naval service, approved July 20, 1840.

The sloop of war *Preble*, Commander Breese, has been employed on the coast of Newfoundland and Labrador, during the late fishing season, in protecting the rights and interests of American citizens engaged in the fisheries. On the termination of the cruise she returned to Portland, whence she was ordered to Boston for examination previous to being sent on foreign service.

The brig *Dolphin*, Lieutenant Bell, and the schooner *Grampus*, Lieutenant Paine, have been employed on the coast of Africa, in the suppression of the slave trade. They returned at the commencement of the sickly season, and have since sailed in pursuit of the same object. The presence of these vessels on the slave coast, during the season in which this disgraceful traffic is carried on, will in all probability in a great degree arrest its progress, so far as it has been prosecuted by the assumption of the American flag, and do much to relieve the nation from the unmerited stigma of participating in a trade equally in violation of the laws of the United States and the policy of their Government. From the reports of Lieutenants Bell and Paine, it appears that the traffic in slaves is now carried on principally under Portuguese colors, through the medium of slave stations, as they are denominated, established at different points of the coast, under protection of the neighboring native chiefs, who furnish the slaves and receive in return goods manufactured in England expressly for this purpose. Here the slaves are collected until an opportunity offers for the slaver to approach the land under cover of night, and receive them on board. Both officers are of opinion that so long as these stations are permitted to exist, and this barter carried on, all attempts effectually to arrest the traffic in slaves will end in administering only partial remedies, which will but aggravate the disease. There can be little doubt that the number of slaves transported from Africa is now greater than it was previous to the adoption of measures for its prevention and punishment, which it would seem

have served no other purpose than to excite the cupidity of unprincipled adventurers, by increasing the value of slaves, and thus presenting temptations which overpower all apprehension of consequences.

During the past year, three small schooners, the *Flirt*, the *Wave*, and the *Otsego*, which had been previously procured and employed by the War Department, under the act making appropriations for suppressing Indian hostilities, approved 3d March, 1839, having been placed under the direction of this Department, were employed on the coast of Florida, under Lieutenant McLaughlin. That officer lately returned to the North in the *Flirt*, bringing with him the men whose terms of service had expired, together with the sick and disabled attached to the expedition. He has since sailed with men sufficient to complete the complement of all his vessels, as well as for boat service. An additional number of marines has also been attached to his command, with a view to operations on land against the Indians, as well as the protection of the lives and property of the citizens, and the prevention of the introduction of supplies for the use of the enemy.

The two steam frigates commenced under the second section of the act, approved 3d March, 1839, (one at New York, the other at Philadelphia,) have been so far completed that the former will be ready for launching in a few days, and the latter in the ensuing spring, as soon as the Delaware is free from ice. The engines and boilers are also in a course of speedy completion, and when finished will be placed on board, and the vessels prepared for service without delay.

The apprentice system continues in operation; and thus far its results are highly satisfactory. The conduct of the young lads is generally exemplary, and such is their rapid progress in the art of seamanship, that by the time they are of age for sea service, our commanders generally prefer them to older seamen. I take this occasion to recommend that this system be fostered to the utmost extent of which it is susceptible, being fully of opinion that it presents one great means of partially, at least, remedying that increasing scarcity of competent petty officers and able seamen, which greatly embarrasses the operations of the navy, delays the sailing of our public vessels, and places the defence of the honor and interests of the United States under the protection of crews, a great portion of which are foreigners.

This scarcity of seamen for the uses of the navy is, I apprehend, owing to the high wages they receive in the merchant service, and the comparatively short periods of their engagements in commercial voyages; to the absence of an apprentice system in the mercantile marine; and the discharge of seamen when their terms have expired on foreign stations, where the seductions of climate and the allurements of pleasure attach them to the soil, and whence many of them never return, or return so enervated as to be comparatively unfit for active service. The inquiries I have instituted result in the fact that many of our seamen are now scattered among the islands of the Pacific, and on the coast of South America; and though directions have been given to reclaim them whenever it may be found practicable, there can be little doubt that a large number are thus irretrievably lost to their country. I have also sufficient reason to believe that the modification of the navy ration, which was proposed to Congress, but which has not been definitely acted on, would, if adopted, contribute materially to attach our seamen more permanently to the service; and I take this occasion earnestly to request that the early attention of Congress may be invited to this subject generally, as one of vital importance to the well being of the navy.

The accompanying reports and letter from the Commissioner of Pensions, exhibit the number of pensioners, the amount of their pensions, and the

means now remaining at my disposal to meet those which may become due the 1st of January, and the 1st of July, 1841. From these documents it will appear that under the operation of the navy pension laws, and most especially that of the 3d of March, 1837, the navy pension fund, which at the period of its passage amounted to upwards of a million of dollars, the annual interest of which was sufficient to meet all demands, now consists of one hundred thousand dollars in Cincinnati five per cent. stock, greatly depreciated, fourteen thousand dollars of stock of the Bank of Washington, in the same situation, thirty three thousand three hundred and thirty-nine dollars five per cent. stock of the city of Washington, and eleven thousand four hundred dollars of stock of the Union Bank of Georgetown, the latter totally unsaleable at this time.

By the same statement, it appears that the sum of one hundred and fifty-one thousand three hundred and fifty-two dollars and thirty-nine cents, will be required in the course of the year 1841, to meet demands arising out of the present pension list; and that, consequently, either an appropriation of that sum, during the present session, must be made, or the pensioners will remain unpaid, and the faith of the nation, which was pledged to make good any deficiency in this fund, remain unredeemed.

The estimates which accompany this report have been prepared with a due regard to economy on one hand, and the protection of the honor and interests of the United States on the other. The number of vessels now in commission is fully equal to those employed in preceding years, and it is believed that during the past year, neither the persons nor property of our citizens have any where suffered outrage or wrong for want of due attention in affording the means of protection and redress.

It will be perceived that the Board of Navy Commissioners have again presented an estimate for additional clerks, which I am satisfied are indispensable to the prompt performance of the duties of that office, which are daily increasing, and which there is no reason to believe will suffer any diminution in future.

Respectfully submitted.

J. K. PAULDING.

To the PRESIDENT of the United States.

MILITARY EQUIPMENTS.

Just received from France a case of GOLD EMBROIDERIES &c., consisting of Embroidered SWORD-BELTS, COLLARS, CUFF and SKIRT ORNAMENTS, for uniforms of Military Engineers; also, a complete assortment of EPAULETTES, for Lieutenants, Captains, Majors, and Colonels, and for sale, cheap for cash, by

J. SMITH FRASER,
168 Pearl Street, New York.

N. B. Military and Topographical Swords just received.
Sept. 3—tf

COLT'S PATENT REPEATING FIRE ARMS.

FOR SALE AT THE STORE OF THE PATENT ARMS MAN'G. CO.
No 155 Broadway, New York City.

At retail, at the following prices, according to style and finish, viz: Rifles, with Equipments complete, and 2 Receivers 8 charges each, \$50 to 150.

Shot-guns and Carbines, with Equipments complete, 6 charges each, \$40 to 100.

Boarding and Holster Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$30 to 75.

Belt Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$20 to 50.

Pocket Pistols, with Equipments complete, and 2 Receivers 5 charges each, \$18 to 40.

If a quantity of arms is wanted, in amount above \$500, the Company will make a handsome deduction in the above prices, and take in payment approved city of New York acceptances at 90 days.
Sept. 3—1y.

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully inform the officers of the army and navy, that he is now enabled to furnish to the different corps their uniform complete, all made of the best materials, and forwarded with despatch.

To prevent errors, the Legislature of New York has authorized him to change his name to JOHN S. FRASER; therefore all letters hereafter will be addressed to
JOHN S. FRASER,
March 5—tf 168 Pearl street, New York.

WASHINGTON CITY,

THURSDAY...DECEMBER 17, 1840.

To SUBSCRIBERS.—It is impossible for us to answer each individual complaint of the irregularity and delay of our paper; we thought every one knew the cause. We do all that is possible with the means at command, and more no man can do.

The printed notice forwarded to subscribers, informing them of the termination of their subscription, was prepared long before the banks suspended specie payments; hence the insertion of the clause that "the notes of any specie paying banks will be received," which was not intended to apply to the existing state of the currency. The expected early resumption of the banks will, however, remove a great obstacle to procuring current money.

In accordance with an intimation contained in our paper of the 24th Sept., a supplement was issued from this office, a few weeks since, under date of Oct. 31, stating in plain terms the causes of the irregularity in the publication of the Army and Navy Chronicle. Some persons have chosen to take offence at the language used, probably without knowing or reflecting how strong the provocation might have been. We protest, however, against the assumption that the terms employed are applicable, or were ever intended in the slightest degree to be applicable, to the great body of the members of either service; their evident purport was to reprobate the conduct of a *portion*, in the particulars alluded to. We refer to the subject at this time merely for the purpose of stating that if any one, who had paid for the next year prior the receipt of the supplement, is now desirous to withdraw his subscription, he is at liberty to do so, and the money shall be returned to him.

We conclude to-day the article on "Our Navy," from the Southern Literary Messenger, and have no doubt it will receive an attentive perusal from each one. To all that is said concerning the importance of a school ship, we yield a hearty assent. We should prefer that a permanent academy might be established; but as there are objections to it among the people, which time only could overcome, a school-ship will answer the same end until its advantages are so thoroughly displayed as to remove existing objections.

Of the proposed corps of reserve we may take occasion hereafter to speak.

Since our last number was issued, we have understood that the suggestion of the Richmond Compiler was not only made without the knowledge of Lieut. MAURY, but that it is disapproved by, as well as exceedingly unpleasant to, him. Indeed we do not perceive how it could be otherwise with any officer who enjoys, and desires to retain, the good opinion of his brother officers.

Major Gen. GAINES and lady arrived in Baltimore on Thursday last, and in Philadelphia on Friday. Gen. G. is expected in Washington during the Christmas holidays, or soon after.

Messrs LITTLE & BROWN, of Boston, have now in press, and will soon publish, in one volume, 8vo., "A Naval Text Book, by an officer of the U. S. Navy," containing:

A series of letters addressed to the midshipmen of the navy, on masting, rigging, equipping, and managing vessels;

A naval gun exercise, with plates;

A dictionary of sea terms and phrases; and

A complete set of tables for watchiag, quartering, and stationing, the crews of all classes of vessels.

Though intended as a book of instruction only for the junior officers of the navy, it may be found useful as a work of reference to all sea officers, as well in the merchant as in the naval service.

The Rev. MARTIN P. PARKS, of Norfolk, Va., of the Episcopal Church, has been appointed Chaplain and Professor of Geography, History, and Ethics, at the Military Academy, West Point, in place of the Rev. JASPER ADAMS, resigned.

LETTERS ADVERTISED.

WASHINGTON, Dec. 15, 1840.

ARMY—Lieut. Wm. Albutis, Capt. G [H] Crosman, Dr. C Hitchcock, Lieut. M C Meigs, Lieut. W J Newton, Lieut. F. Robinson.

NAVY—Lieut. W L Blanton, Capt. J H Clack, Purser B J Cahoon, Capt. [H] Henry, Lieut. W Leigh 2, P. Mid. G H Scott, Lieut. Taylor.

PASSENGERS.

NEW ORLEANS, Nov. 30, per steamer W. W. Fry, from Mobile, J. N. Maffitt, of the navy, and lady.

CHARLESTON, Dec. 6, per steam packet Southerner, from Savannah, Lieut. G. Wallace, of the army. Dec. 11, per steam packet Gov. Dudley, from Wilmington, Capt. G. J. Rains, of the army, lady, and servant.

SAVANNAH, Dec. 8, per steamboat Wm. Gaston, from St. Augustine, Col. D. E. Twiggs, of the army. Dec. 10, per steamboat Charleston, from Pilatka, Capt. A. S. Macomb, of the army.

NEW YORK, Dec. 8, per ship Louis Philippe, for Havre, Capt. L. J. Beall, and Lieuts. W. J. Hardee and W. J. Newton, of the 2d dragoons, U. S. A. Per ship Nashville, from New Orleans, Mrs. Capt. L. N. Morris.

Communication.

NOTES OF A CIRCUMNAVIGATOR.

No. I.—OTAHEITIE.

Otaheitie, or Tahiti, as I suppose I must term it in accordance with the approved orthography of modern philologists, is the one of all the islands of the Pacific ocean, possessing most interest to the reading public. Who has not participated in the enthusiasm of the adventurous Cook, when perusing his pleasing narrative, replete with graphic descriptions of its picturesque scenery, its delicious climate, and above all, the artless simplicity of its inhabitants? The mutiny of the *Bounty* has contributed to the interest it inspired, and in reflecting upon it we cannot but conclude that its charms were transcendent to have induced a numerous party to become guilty mutineers, and to seek a similar abode remote from their country, fireside, and friends. A visitor to the island in these latter days, entertaining these favorable prepossessions, will most likely be disappointed. Their unpropitious intercourse with Europeans has divested them of much of what delighted Captain Cook. They no longer look upon a white face with those mingled feelings of pleasure and awe; ready

to render up their all to him as an offering to a superior being. They are no longer "pleased with a rattle" and "tickled with a straw," but understand the value of coined money, and the worthlessness of beads and toys, as well as any down-easter in Yankee land. It would be well for them if they had acquired no worse knowledge from dissolute and mercenary traders; but I fear that the loose rein held over the dissipated sailors frequenting their ports, has encouraged those vices to which savages are most obnoxious. I have not heard them spoken of as addicted to drunkenness—a vice to which natives of tropical climates seldom yield; but it is certain there exists a sad want of industry and thrift, of kindly affection and domestic love, and of all those individual and national virtues which render families happy and nations prosperous.

Tahiti is situated in latitude 18° South, longitude 140° West, and is the most considerable in size and population of the group (Society Islands) to which it belongs. Its numbers are about 8,000, who are generally distributed along the coast, although the interior abounds in fertile vallies. The chief magistrate (Pomare) is a woman, and is dignified with the title of queen. She is 28 years old, of good personal appearance, and is represented as superior in moral or intellectual qualities to any of her cotemporary potentates of the adjoining islands. Her jurisdiction extends over the neighboring islands of Emeo, which contains a population of 1,500 inhabitants. It is said she is an exemplary member of the Christian church.

The appearance of the land to the voyager, as he approaches, is altogether prepossessing; nor does a closer approximation disappoint the expectations thence formed of its scenic beauty. The lofty mural precipices are bold and striking; the quiet vallies verdant and picturesque. The prominent point in making land is Point Venus, (whence named I know not,) situated on the northern and eastern part of the island; thence to Matavai Bay, nearly due West, we course along a beach broken by coral reefs, and lined by palm and other tropical trees. Ships have formerly anchored in Matavai Bay, but being an open roadstead, is now abandoned for the more secure harbor of Papiete. The harbor is formed by coral reefs, extending between two opposite promontories of land, leaving open a passage of less than one hundred yards in width.

Immediately after the ship anchored in Papiete Bay, we were surrounded with native boats filled with fruits and vegetables. Not being the proper hour for traffic, they were at first refused admittance. An exception was made of a few portly individuals, to whom our attention was directed as chiefs. When they had obtained a foothold on board, we learned the object of their visit was to procure the officers' washing. One of these persons was Governor of the settlement, and all of them men of pith, civil and military officers. Being the first of the Tahitian race presented to our notice, we were struck with their gigantic proportions, for the smallest was at least six feet in height, and would weigh two hundred. The cordial reception they met with on their first introduction to our apartments disposed them to be rather troublesome on a closer acquaintance, so that we were obliged, in self-defence, to require the official interference of the master-at-arms to turn them out of the ship before we had enjoyed the honor of their intercourse an hour. On visiting the shore we occasionally met these worthies, and found them as they represented themselves—the "first society" of the place. We expected to meet with analogous proportions among the canaille, but were in this respect mistaken. The Tahitian chiefs, like the first king of Israel, are "higher than any of the people from their shoulders and upwards," and are always distinguished by a stateliness of carriage and dignity of mien never observed in their inferiors.

The dwellings are usually constructed of bamboo poles, driven upright in the ground and surrounded by a thatched roof of palm leaf. The poles not being in contact, all parts of the house can be seen from the outside, so that there exists no privacy whatever. The furniture consists of a chest and a bench or two, with a bedstead covered with a sacking bottom of matting. The poorer huts are in every way uncomfortable looking, and afford less protection from the vicissitudes of weather than the domicils of a well kept sty pig. A comparison of the mode of living between the lower classes of Tahiti and those of the Sandwich islands would result favorably to the latter in most respects.

The costume of the chiefs is becoming and appropriate to the climate—the principal articles being a long white shirt over loose pantaloons, which seldom reach below the knees, and a straw hat. Many of the men, whom we would there say were not badly dressed, wore no pants, supplying the deficiency by superior length of shirt and a liberal tattoo on the nether extremities. The women wore calico gowns, with tapa (native cloth) shawls, and home-made straw hat, with a free application of the tattoo to all visible parts.

Domestic Intelligence.

FLORIDA WAR.

Correspondence of the Savannah Georgian.

FLORIDA, Nov. 30, 1840.—The enclosed order will give you an idea of the campaign now in course of prosecution, and in addition, the 2d infantry, under the gallant Riley, are in the field, operating south of Fort King. The 8th infantry have moved south. From Col. Worth's well known activity and energy of character, we expect much. It is rumored that the President elect is pledged to end the Florida war. If he begins by ordering fifty thousand men into the Territory, headed by Gen. Scott, or any other officer of like courage and energy, we may hope, but without the number of troops mentioned, no officer, be his skill what it may, can reasonably expect to win laurels in this desolate region. I have seen something of Florida, and I can tell the powers that be, or hope to be, that the Indians cannot be made to surrender, without the adoption of some such plan as I have mentioned. Forty-five thousand square miles of bog and swamp, afford too many lurking places for a savage foe and the Indians feel and know it. Every campaign begun and prosecuted since '35, has only tended to convince them of it, of the resources of their country, and us of the folly with our present force of seeking to accomplish the object for which we were sent here. The country must be swept as with a net—so spoke Gen. Jackson five years ago, and our experience after an expenditure of millions, goes to prove his sagacity and foresight.

In my last letter to you, I mentioned the existence of an armistice, and the hopes Gen. A. entertained of terminating the war by treaty. I also made mention of my want of faith in the Seminole, and so far my prediction then entertained and expressed, has been verified. You are now to be made aware—one hundred and thirty warriors assembled in the neighborhood of Fort King, and having feasted upon Uncle Sam's rations, and amused our Governors with tales as smooth as those that fall from ladies' lips, they took to the hammocks one fair night, without even so much as bidding the General farewell. You may cry peace! peace! but there is no peace; and so long as Government compels us to respect the delusive white flag, (under whose folds the most shocking murders have been committed) and extend the usages of civilized warfare to these scoundrels, just so long will we continue to hear the cracks of the rifle and witness the bloody effects of the gleaming scalping knife. Must

our cry for succor ascend to Heaven without touching a responsive chord in your bosoms? In the name of a bleeding and injured people we ask how long these things are to be borne. This land of flowers, as the Spaniards once delighted to call it, is already whitened by the bleaching bones of our inhumanly murdered wives and children, and the earth is reeking with the blood of our murdered soldiers. Alas! too few in number ever to win any thing save that heirlloom of an American soldier—a gallant death in the face of the foe.

ORDER } HEAD QUARTERS, ARMY OF FLORIDA,
No. 57. } Fort King, Nov. 15th, 1840.

I. The Indians having acted with their usual want of faith, the armistice is at an end; the commanding officers of Districts, Regiments, and Posts will therefore be prepared to act offensively on the promulgation of this order.

II. Colonel Twiggs, 2d dragoons, will repair to Fort Reid, to carry on operations in that quarter; he will take with him one of the companies of dragoons now at Palatka; one squadron will be ordered to scout the country from Fort Reid to Ocklawaha, and such disposition made of the rest of the command as will tend to the annoyance and destruction of the enemy.

III. The commanding officer at Tampa Bay will immediately take measures to apprise the command at the Annutelig Hammock of the renewal of hostilities, who will thereupon scour the country on the southern banks of the Withlacoochee; the three companies of the 6th regiment, now at Fort No. 4, will be put in motion on the northern bank of that river.

IV. Four companies of the 3d infantry, now at Tampa, will immediately repair to Fort Fanning, and relieve the two companies of the 1st, who will thereupon join the head quarters of the regiment; the command at Fort Fanning will scour the Wacassassa country down to the Withlacoochee; should the balance of the 3d infantry have arrived, four companies will proceed to re-establish Fort Deynaud, and are, to be employed in scouring the country around it; the other two companies will remain for the present at Tampa.

V. Wagon trains will be escorted by thirty men on all occasions, and by a greater number when ammunition and arms are transported.

VI. Should the enemy hereafter appear with the white flag, they are to be made prisoners, and diligently guarded until further orders.

VII. The Deputy Quartermaster General is instructed to procure immediately the proper number of wagons and teams for the supply of the troops in the field. The staff officers will furnish the necessary transportation and supplies to carry the above order into effect.

VIII. The General Commanding has reason to be gratified with the zeal and energy heretofore displayed by officers and troops under his command, and in calling for increased energy on their part, he is confident that his wishes will be met, and he anticipates the happiest results from the approaching active campaign.

By order of Brigadier General ARMISTEAD:

W. IRVING NEWTON,
Lieut. and A. D. C.

Correspondence of the Savannah Republican.

FLORIDA, Dec. 5th, 1840.

GENTLEMEN: The only news I have of the progress of the campaign, is the return of Col. Riley's command to their respective posts, Forts King, Russell, and Holmes. They scouted to the south to within some 30 miles of Tampa and back—some of them marching 250 miles without even the sign of an Indian having been discovered. The country on the route is represented as utterly worthless to a white population; and truly if we ever are victorious, and possess ourselves of it, we shall have reason to exclaim with Byron—

"Wo to the conquering, not the conquered, host."

The daughter of that active leader Coa-coo-chee, (Wild Cat,) recently captured by Lieut. Sibley, is

now here. She is an active little girl, some 10 or 11 years old, named Chim-me-chatta, and seems to possess all the inhumanity of the true Indian. She says of a little boy and fellow captive, several years younger than herself, that "she does not see why he should be kept along with them and fed, as he cannot bring pine knots to make a fire, or water to boil a gopher—she should think the lieutenant would knock his brains out and leave him."

We shall probably soon hear from the other parties in the field, and will apprise you of their success—or more probably their *want* of success. Yours, &c.

From the Woodstock, N. B. Times.

IMPORTANT MILITARY MOVEMENTS IN THE MADAWASKA.—We have just been informed by a gentleman from the upper part of the country, (as well as upon the authority of a letter from that quarter to a gentleman in this place,) that a short time previous to his departure, a detachment of the 56th regiment consisting of 150 men, 1 captain, and two subalterns under the command of Col. Eden, had arrived at the Madawaska settlement, and taken up quarters about 2 miles below the river mouth, where they are to be stationed for the present, no doubt to watch the movements and check the inroads our unruly neighbors have been making into that part of the province. It is also stated that the detachment for some time past stationed at the Degele, or foot of the lake, has been reinforced from the same corps. We have it from very good authority, that this sudden and very judicious movement was brought about by overtures the Americans have been making to obtain possession and jurisdiction in the settlement—a representation of which was very promptly made by Sir John Harvey to H. E., the Governor General, who has as promptly and gallantly responded to the call in support of our claim and indefeasible right to the soil, and goes fully to prove the determination of her Majesty's Government to support and carry out that claim.

The Saco Herald, on the other hand, affirms that Sir John Harvey, in his letter to Gov. Fairfield, disclaimed all agency in the movement, and declared that he had advised a withdrawal of the troops. The Herald further has it, on the alleged authority of Sir John Harvey, that the avowed object of the movement was to prevent depredations by trespassers.

A bill is before the Texian Congress, proposing entirely to disband the army, and to lay up the navy in ordinary. It is not believed the proposition will be carried. The strong argument against the measure is the expectation that Mexico will attempt another invasion of the country. With regard to it, says the Galveston Courier, there is but one sentiment among the people of the Republic, where the late demonstrations of hostility on the part of Mexico are known. The tendency of the measure would inevitably be to jeopardize the commerce and trade, while it lessened the respectability of Texas in the eyes of those nations who have acknowledged her independence as a nation.—*N. O. Bulletin.*

Miscellany.

From the Boston Mercantile Journal.

AMERICAN SLOOPS OF WAR.—In an article relating to the sloop of war Boston, some days since, we made some remarks in relation to the models of the ships of war which had been built by Mr. Humphreys, the Chief Naval Constructor, expressing an opinion that they were *too full aft*, which injuriously affected the symmetry of their appearance, and detracted from their qualities as fast sailers. This article has been published in some of the New York and Philadelphia papers—and a writer in the New York Times, who seems to be familiar with ships and ship building, has

undertaken to show at considerable length that our remarks are founded in error—that all the ships built under the direction of Mr. Humphreys, have been distinguished for fast sailing, and various other highly important qualities—and that the *fullness aft*, of which we complain, is necessary at the load-water line, in order to give "hydrodynamical stability" to the ship. The writer gives us quite a learned dissertation on ship-building, with which, however, we have nothing to do in the present case, excepting so far as relates to the fault which we have specified. He enumerates the vessels of war now in the service, built by Mr. Humphreys, and details their good qualities at full length. We are glad that this writer has taken up the subject, as it will tend to direct public attention to this point, and lead intelligent men to inquire whether our sloops of war are the fastest sailing vessels in the world—and if they are not, to demand the reason why. If their inquiries are directed in a proper manner, they will probably soon learn, that, although we have a number of fine ships, possessing all the qualities, conveyed by the nautical term of "good sea boats," yet we have not, strictly speaking, a single fast-sailing sloop of war in the service, unless such a character may apply to the new sloops Marion and Decatur, now on the Brazil coast, and of the qualities of which, in this respect, we know nothing.

The writer in the New York Times gives the names of the sloops built under the immediate direction of Mr. Humphreys as follows: the Boston, Vincennes, Fairfield, St. Louis, Concord, and Vandalia. These vessels, he says, are *alike in form*, and were drafted by the Chief Constructor—and we fully admit that they are superior in many respects to the Warren, the Natchez, and the Lexington, or even the Fal-mouth, in the construction of which vessels the Constructor claims no agency. We also admit that the models of these ships, although not faultless, are beautiful, with the single exception which we have alluded to, viz: *carrying the breadth of the ship at the load water line, too far aft*—thus giving them a clumsy look, and causing them to drag along with them under the counter, a large quantity of dead water, which must necessarily affect their steering, and impede their progress through the water—to remedy which it is found necessary to trim them more by the head than could ever have been contemplated by the Constructor.

That this is the case with regard to these vessels, and the frigate Macedonian, we believe there can be no doubt. We particularly noticed this defect in the Concord, when lying at the Navy Yard in Portsmouth, before she sailed on her first cruise, and remarked at the time, to an officer of the navy, that the Concord would have exhibited a beautiful model, if the upper part of her run had not been so constructed as to remind one of a Dutch galliot—and that such a ship could never exhibit the qualities desirable in an American sloop of war, unless the *paring knife* should be freely applied to the excrescences beneath the counter—and we believe that the prediction has been fully verified.

Nor is this our own opinion, merely—we have never conversed with a person, in the navy or out of it, who was capable, from a practical knowledge of matters pertaining to ships, of forming an opinion on the subject, who did not agree with us to the letter in this particular point—nor do we understand that the writer in the New York Times, who has so ably and zealously taken up the cudgels in behalf of Mr. Humphreys, denies the truth of our statement in relation to the models of these ships. If we understand his argument, he admits the fact, but justifies the principle of fulness at the load water line, aft, on the ground, that this is necessary to the *stability* of the ship—and that other qualities besides rapid sailing are necessary in a sloop of war. This is undoubtedly true—but it should at the same time be recollected that **FAST SAILING is the most important requisite in a sloop of**

war—and that a vessel of this class, although she may work well, steer well, carry sail well, and keep her decks dry and comfortable, cannot be considered a valuable acquisition to the navy of any country, especially in a time of war, unless she can also *sail fast*. But we hold that this doctrine, practiced upon by the chief constructor, of *fullness aft (or just beneath) the load water line*, not only prevents a vessel from sailing fast, but adds not an iota to her *stability*, or increases her value in other respects. The sloop of war *Erie* is a ship of great stability, yet she is entirely free from the objection which we have urged against the sloops *Boston*, *Concord*, &c., built by the chief naval constructor. The fault with the *Erie* may be found in her bow, not her stern. Her entrance is not good—she does not divide the water, but pushes it before her—and this is also the case with the sloop *John Adams*. If this fault should be remedied by *lengthening* and *sharpening* the bows of these ships, which can easily be done, the quality of very fast sailing would undoubtedly be added to the good qualities which they already possess.

We do not profess to be deeply versed in the mysteries of ship-building—to acquire a proficiency in which, requires a good deal of study, mechanical skill, and experience. But we know that wonderful improvements have been introduced into naval architecture, so far as relates to merchant vessels, within the last quarter of a century—to which subject we may refer more particularly hereafter; and that a vessel may have a good entrance—a *clean run*—and a long floor—and thus unite the qualities of a good sea boat, an easy steering and a good sailing vessel, even when heavily laden. Experience has taught us that the *stability* of a ship, by which we suppose is meant the power of carrying sail and sailing well during heavy weather, depends far more on a *long floor*, than on fulness under the counter—and, it will be found that those sloops of war in the service, and among which we fear we must reckon the new sloop of war *Preble*, which are deficient in stability, are those which have a short floor and a superabundance of “dead wood.” We once commanded a ship belonging to Boston, of 400 tons burthen register. But with a cargo of sugars of 600 tons, bringing her very deep in the water, she would sail well, steer well, work well—and carry sail to an astonishing degree, without straining, or causing any other inconvenience. This ship had a good entrance, long floor, and a clean run, inasmuch, that when deeply laden, her stern *did not drag heavily through the water*. She possessed stability to a degree we never saw equalled, notwithstanding she was not full under the counter. This ship, the *Bowditch*, is still in existence, we believe, and employed in the whaling business, and her model may be seen at the Neptune Insurance Office in this city. If the ships of war constructed by Mr. Humphreys should be deeply laden with a heavy cargo, they would make a sad piece of work in wallowing through the water. They would neither sail nor steer—in which case their *stability* would be of little service.

The *Columbus*, ship of the line, the receiving ship, now lying at the navy yard on this station, is a ship of fine proportions for a vessel of that class—her symmetry, with one exception, must strike the eye of every observer—but she labors under the fault which we attribute to the *Concord*, the *Boston*, &c.—that she is *too full beneath the counter*—and with her armament and stores on board, will neither steer well nor sail well—and thus will ever be of little use excepting to take and give hard knocks, when fairly alongside an enemy—who, by the way, will be able to choose his position, and fight or run away at pleasure.

But the writer in the *New York Times* says that Mr. Humphreys “holds the doctrine of a clean run to be correct—and that he always has practised on that principle”—but that “some persons seeing a

ship capacious in the after part, at and above the load water line, may suppose erroneously that this fulness extends to the keel.” And if this fulness *did* extend to the keel, we have no doubt that the character of the ships would be vastly improved thereby. It is of this excessive leanness below, and superabundant fulness above, of which we complain, as the great fault in Mr. Humphreys’ ships. It may be that there is not too much substance about the sterns of his ships—but it is our opinion that if a large slice could be taken from above, and distributed among the parts below, in such a manner that their runs would present a less concave appearance—and, as it were, taper gradually downwards, the ships constructed by this able naval architect, would possess qualities which are not now possessed by any sloops of war in the service—and we believe that in entertaining this opinion we are by no means “solitary and alone.”

It must be evident that so long as our sloops of war are easily outsailed by vessels belonging to other nations, there must be something imperfect in their construction—for although it is important that they should be able to carry a heavy armament, and carry sail in heavy weather—yet it is not on the sloops of war that we must chiefly rely for fighting our battles on the ocean. We repeat it, the most important requisite in this class of vessels, is *fast sailing*. This requisite should be obtained at any expense—and if it cannot be furnished by the naval architects employed by the government, let it be sought for elsewhere. This country was celebrated for the remarkably fast vessels of various sizes, which it furnished for privateers during the last war with Great Britain. It has also provided fast sailing ships for other nations, which have been much lauded for their admirable proportions and sterling qualities—and it is somewhat singular that our national vessels should be deficient in any important quality, which would improve their appearance or increase their efficiency.

The writer in the *New York Times* lays some stress on the fact “that in this country, ships are built and launched by naval architects, and here their duty seems to end; the equipment, the quantity and position of the ballast, the dimensions of masts and yards, and trim of the ship, are determined by other persons. The ship departs on a cruise, is found not to answer the expectations formed of her, and she is pronounced a failure. The constructor alone is censured, and sometimes without any effort on the part of the commander to alter the trim of the ship, and test her qualities under different circumstances.”

There is a good deal of truth in this statement, we confess. It is not enough that the constructor should furnish a vessel of an excellent model. Judgment and discretion should be exercised in stepping her masts, as well as in the size of her spars; and we have often heard it remarked that American ships of war are generally too heavily sparred—an opinion in which we fully concur. A great deal also depends on the trim; indeed it is an important duty on the part of the captain of a ship of war to ascertain the best trim of his ship; and when a new ship is built for the purpose of perfecting the system of naval architecture, some discrimination should be exercised by the head of the Navy Department in appointing a commander to such ship—which we are aware, is by no means always the case. We have officers, in every grade of service, capable of understanding, ascertaining and appreciating a good model—and *such men should be appointed to the command of vessels on their first cruise*, until their proper trim and other peculiarities are discovered and recorded for the benefit of their successors.

The remarks which we have made on this subject, are conceived in no feeling of ill will toward Mr. Humphreys. We believe him to be an estimable man, and a good naval architect—it is merely a sincere wish to promote the efficiency of the naval service, and thus add to the honor and interest of the country, a subject of vast importance to every indivi-

dual, however humble, which has led us to advert on what we conceive to be a serious imperfection in those vessels, or a portion of them, the models of which have been drafted by the Chief Naval Constructor.

From the Boston Morning Post.
THE WANTS OF THE NAVY.

To a reform, or a reorganization of the navy, there are obstacles, arising from ignorance of the subject, such as do not occur in any other department of government. Upon almost every other political topic, the general information is more complete than on this. Military affairs are well understood in comparison with the affairs of the navy. Every citizen is, or supposes himself to be, enough of a soldier to comprehend the general details of the army; but even such of our citizens as are engaged in maritime pursuits have, we find, only the vaguest ideas of the details of the navy; and this universal ignorance extends unfortunately even to the halls of Congress, much to the disadvantage of the naval service; for, while a disinclination or dread of approaching a subject so little understood has kept scrutiny aloof, it has served to perpetuate abuses which a more intelligent and vigilant care would have checked. To cite a case in point:—Some years ago the affairs of the pursers, and the sources of their large perquisites, became matter of investigation before a committee of the House. Their books were produced, and these only showed that, with the exception of clothing and stores authorized by the commanders of their different vessels, the sailors had received every dollar of their wages *in cash*. The committee could make nothing of it; but if they had “better known the ropes,” they would have asked this pertinent question—“do not these frequent charges of cash—cash—cash—on your books, mean, sometimes, silk handkerchiefs, tinsel breast-pins, Spanish cigars, and other ‘kick-shaws’?” We state this merely to show how little the real operations of the service are known, and not to reflect upon the pursers, who, we doubt not, would have readily and honestly answered “yes”—for they are not to be blamed for a system they had no hand in forming; and we happen to know that not a few of them wish a reform in this department, and would prefer being salaried officers, mere agents of government as is the case in the British navy, with no other perquisites than the pay allotted to them by law. The real operations of our naval system being so little known to the public, we thought that any light we might be able to throw upon the subject would be acceptable; and for this reason, and to serve no party purpose, have we endeavored to impart what small information we could obtain. But in Congress the interests of the navy have often been sacrificed to party or sectional feeling. Bills for its improvement have been thrown out by one party because they had been introduced by the other. Appropriations for particular objects have been refused because they would be expended in a particular section of the country. Southern members have consented to vote for making Newport (one of the very best harbors on the seaboard) a naval station, on condition that Charleston or Savannah (among the very worst) was also made a naval station. Members have been willing to establish a naval academy, an institution so much wanted by the navy, and so often urged upon Congress, provided it should be located in their own part of the country, no matter how inappropriate that might be, and on no other condition.

This ignorance of naval affairs, added to the selfishness, prejudice, and narrow views entertained by even the most prominent men in the country, in regard to this department, makes the selection of a Secretary of the Navy one of the most difficult, as it is one of the most important, in the Cabinet. Few men, however able, possess the right qualities for the head of the navy. A clear, comprehensive, liberal mind, devoid

of prejudice or partiality, a power to conceive, to form, and to control a great system, and yet to master and regulate the minutest details that enter into this system; such a man is rarely to be found; yet such, if the country produces him, should be placed at the head of the American navy.

Upon the subject of a re-organization, we are surprised to find such great diversity of opinion among the officers themselves, and our own observations would lead us to believe, that many of them hold as crude and fantastical notions of their own service as the great mass of landsmen who know nothing about it. In our last article on the navy, we alluded to their scheme of making two hundred and fifty-one admirals, captains, commanders, &c., and only three hundred lieutenants. Now it seems to us that if the navy requires two hundred and fifty-one commanders, it surely wants more than three hundred watch officers; or if these last are sufficient, the former are altogether too numerous and would degenerate into mere pensioners, receiving a large amount of pay for doing nothing. Another plan is to form the ground work of a system as large and as splendid as the naval system of England; forgetting that the peculiar character of our political institutions is opposed to the creation of any establishment that does not strictly and economically answer the mere wants of government, and that in this country all such establishments are necessarily of slow growth. We offer these instances from no desire to detract from the officers; we are personally acquainted with many of them, intelligent and honorable men, who conscientiously believe that, in advocating such wild schemes they have the interest of the country more at heart than their own. But though their opinions upon the navy are not infallible, they deserve consideration, and could some general expression of their views be obtained—for, as we said, there is great diversity among them—it would much assist to clear the subject of its obscurity. Upon one subject, however, they appear to agree, the necessity of a higher rank in the navy. It is wanted, they say, to maintain proper subordination in the service. It is wanted to give dignity to command. It is wanted to assimilate the ranks of the navy with those of the army. It is wanted to preserve respect to our flag abroad. However we may make artificial assimilations between our own navy and army, it is too much to expect that foreign officers will recognize it, or that an English admiral, who ranks with a major general or lieutenant general, will let himself down to equality of rank with a colonel, which he would do, according to the European standard, if he entertained our post-captain as his military equal. And it is wanted as a simple act of justice to the veteran officers at the head of the navy list, who have, honorably though hopelessly, worn the title of captain for a quarter of a century. As we cannot see any sound objection to a higher rank, we consider either of these reasons sufficient to establish the propriety of creating it; and the navy has our best wishes that the grade of admirals be created; though we do not see why this rank should not be limited to *one promotion*, and seniority of date take precedence, as now is the rule with the list of captains. The distinction which the white, red, and blue flags would confer, seems to be more simple and practicable, with the limited number of admirals which our list would present, than the distinct grades of full, vice, and rear. However, upon this subject we do not urge our own opinions; perhaps we do not see the whole ground. In a former article we remarked that a greater number of officers were required for the service, and that it would be good economy to increase largely the subordinate ranks of the navy. There are grades of officers which, from neglect, have nearly died out; a small remnant only remaining, as it would seem by tolerance, for those who still live are mostly veterans of the “last war.” These grades we think could be revived with

great advantage to the navy. We allude to the old grade of masters and masters' mates. More useful officers than these, are not on the file of the navy.—The masters especially should be experienced, steady men, and thorough seamen; and, in the British service, a ship would as soon go to sea without her mainmast as without her master; he acting as navigator, pilot, rigger, and store keeper. They perform also valuable duties at the dock-yards, which could not be so well performed by any other officers. Masters' mates, too, are useful on ship-board, or at the yards, and always more serviceable than inexperienced young midshipmen, who have not acquired the tact necessary to carry on duty with efficiency. The passed midshipmen who have of late years performed all the duties of master in sea-going vessels, however capable they may be, cannot have that long-acquired experience and practical knowledge necessary to a complete performance of the duties of this important station, and a return to the old system of warranted masters we believe would be beneficial. These grades, too, might be revived for the naval apprentices, who it seems to us, would make efficient masters by the time they were thirty years of age, with constant sea-service and good instruction:—that is, the most intelligent of them, after going through the preliminary grades of mates and "second masters," a rank which is provided for in the navy pay bill, but which can hardly be said to have at present any existence. Thus a wider and more certain field would be opened for promotion to these fine boys, which would stimulate them in their efforts for advancement.

This apprentice system we look upon as the best feature of the service, and too much pains cannot be taken to make it as perfect as possible. We look forward to the time when our whole navy will be manned exclusively by those who are, or have been apprentices; and as many of the best officers the world has ever seen have risen from the ranks, we hope that many of our own officers will one day boast of the same honorable origin. We are of the belief, however, that our large receiving ships are not the best places for their initiation into the navy. They cannot live long on board these vessels, crowded as they are with dissipated recruits, without suffering some degree of moral contamination, and there is on board but little opportunity of learning the practical part of their profession. Several small vessels might be cheaply bought or built for their service. These should be manned entirely by the apprentices, under the command of experienced officers, who should devote their whole attention to their instruction; and the spars, rails, rigging, &c., being proportioned to the strength of the boys, these vessels should be kept in constant cruising service; when, besides the practice they would afford to their young crews, they might be useful to transport stores or recruits from one station to another, to carry despatches to our squadrons abroad, or act as a kind of home squadron on our own coast, to relieve vessels in distress, or to keep a look-out for any "long, low, black schooner" that might have a desire to maraud upon our commerce.

SEMAPHORIC TELEGRAPH.

Just received, and for sale at the office of the Army and Navy Chronicle,
JOHN R. PARKER'S SEMAPHORIC TELEGRAPH SIGNAL BOOK and UNITED STATES TELEGRAPH VOCABULARY, in Three Parts; containing,
The Marine Telegraph and Holyhead systems of conversation, adapted to the use of the Semaphoric Telegraph, embracing 30,000 words, phrases and sentences, numerically arranged for conversation between vessels at sea, as well as communications on shore;
The Marine Telegraph Register, of 2,000 vessels which have adopted the Semaphoric system of communication with the Marine Telegraph flags.
Sets of flags, with a designating number and Signal Book, supplied by
B. HOMANS,
June 1—6m Agent for the Proprietor.

Military Intelligence.

ORDER } HEAD QUARTERS, ARMY OF FLORIDA;
No. 74. } Fort King, Nov. 23, 1840.

I. The portion of Florida occupied by regular troops is, for the greater convenience of the service, divided into Districts, as follows:

The "Atlantic District" to comprise the posts on the Eastern coast and on the Picolata road Head Quarters, St. Augustine.

The "St. Johns District" to comprise the posts on that river and Black creek. Head Quarters, Palatka.

The "Ocklawaha District" to comprise the posts from Fort Holmes to Fort King, and any that may be established on the Ocklawaha river. Head Quarters, Fort King.

The "Micanopy District" to comprise the posts from Fort Wheelock to Wacahoota. Head Quarters, Micanopy.

The "Wacasassa District" to comprise the posts of Wacasassa, Fort Fanning, and Fort No. 4, with the intervening country, as far as the Withlacoochee. Head quarters, Fort Fanning.

The "Withlacoochee District" to comprise the country on the Gulf, from the Withlacoochee to Tampa. Head Quarters, Fort Clinch.

The "Tampa District" to comprise the country Eastward from Tampa towards Tohopkeliga and the Kissimmee river. Head Quarters, Tampa.

The "Southern District" to include the country on the western coast, south of Tampa Bay. Head Quarters, Fort Armistead.

II. The 3d regiment of infantry will be posted as follows:—Fort Fanning, four companies; Fort Wacasassa, two companies; Clay Landing, two companies; Fort No. 4, two companies.

III. The battalion of the 6th infantry now at Fort No. 4, will repair to Fort Clinch, and re-occupy that post. Major Hoffman, with the companies now at Tampa, will proceed to the same point and establish his Head Quarters.

IV. No permanent quarters will be erected at any of the posts to be established under this order; the constructions of that kind being confined to blockhouses and other establishments for defence.

V. Each District will be commanded by the senior officer serving with the troops in it. Orders both general and special will be distributed from District Head Quarters, to the various posts and commands, and the commanders of Districts will report direct to the Head Quarters of the army in Florida.

VI. The commanders of Districts will inspect their commands as often as the service may require, and make reports of the condition and efficiency of the troops, especially with regard to their health.

VII. The Officers of the Staff Departments in each District will obey the requisitions of the commander thereof, and furnish every facility for the prompt supply and transportation of subsistence and other stores.

BY ORDER OF BRIG. GEN. ARMISTEAD:

W. W. S. BLISS, *Ass't Adj't Gen.*

Disposition of Regiments.

The Atlantic District garrisoned by	3d artillery.
St. Johns District	" 2d dragoons.
Ocklawaha District	" 2d infantry.
Micanopy District	" 7th do
Wacasassa District	" 3d do
Withlacoochee District	" 6th do
Tampa District	" 8th do
Southern District	" 1st do

SAVANNAH, Dec. 7.—The detachment of 200 recruits, under the command of Major Childs, destined for the 3d regiment of artillery in Florida, left on Saturday, on board the steamers Forester and Isis.

In the Forester.—Major Childs, 3d arty., commanding; Lieut. W. H. Churchill, 3d arty., Act'g Adj't; Surgeon R. S. Saterlee, U. S. A.; Lieut. F. O. Wyse, 3d arty., commanding company K of recruits; Lieut. G. H. Thomas, 3d arty. Passenger—Major Wm. L. McClintock, 3d arty.

In the Isis.—Lieut. H. W. Wessells, 2d infy., A. C. S. and Act'g Quartermaster; Lieut. B. Bragg, 3d arty.; commanding company I of recruits; Ass't Surgeon J. K. Barnes, U. S. A.; Lieuts. W. Gilham and S. Van Vliet, 3d arty. *Passengers*—Lieuts. J. M. Scott, and R. S. Granger, 1st infy.; J. M. Ketchum, 3d arty.; Mrs. Capt. Casey and child, and Mrs. H. W. Wessells, child and servant.—*Republican*.

NAVY.

ORDERS.

Dec. 7—Surgeon W. F. Patton, navy yard, Norfolk, vice J. Cornick, detached and waiting orders.

8—Comm'r A. Fitzhugh, command of ship *Levant*, vice J. Smoot.

Ass't Sur. W. J. Powell, navy yard, New York.

11—P. Mid. W. S. Schenck, Receiving ship, do.

12—P. Mid. J. C. Henry, Rendezvous, Philadelphia.

Mid. W. B. Muse, Receiving ship, Norfolk.

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

EAST INDIA SQUADRON.—Frigate *Constellation*, Captain Storer, sailed from Boston on the 9th inst., for the East Indies, via Rio Janeiro. On arriving at Rio, Capt. L. Kearny, now of the frigate *Potomac*, will hoist his flag on the *Constellation* as Commodore of the E. I. squadron, and Capt. Storer will relieve Commodore K. in command of the *Potomac*.

Officers attached to the *Constellation*:

Captain, George W. Storer; *Lieutenants*, Thomas Petigru, Richard A. Jones, Henry Pinkney, Theodor Bailey, M. G. L. Claiborne; *Acting Master*, Levin Handy; *Surgeon*, Stephen Rapalje; *Purser*, Nathaniel Wilson; *Lieutenant of Marines*, John C. Reynolds; *Ass't Surgeons*, J. W. B. Greenhow, John H. Wright; *Passed Midshipmen*, George J. Wyche, James L. Parker, Isaac N. Browne; *Professor of Mathematics*, A. G. Pendleton; *Captain's clerk*, Samuel Storer; *Midshipmen*, W. H. Montgomery, John Matthews, jr. J. C. Beaumont, A. W. Stebbins, J. C. Richardson, James Wilcoxson, Earl English, John Walcutt, Homer C. Blake, James Wiley, Charles Waddell, Garrett V. Denniston, William Grenville Temple, R. Morris McArran; *Acting Boatswain*, Thomas Tyle; *Act'g Gunner*, Daniel James; *Carpenter*, William E. Sheffield; *Sailmaker*, John Heckle.

PACIFIC SQUADRON.—The new sloops of war *Yorktown*, Comm'r Aulick, and *Dale*, Comm'r Gauntt, bound to the Pacific, sailed from Hampton roads, on Sunday morning, with a fine wind from south west.

Officers attached to the *Yorktown*:

J. H. Aulick, *Commander*; *Lieutenants*, H. Eagle, S. C. Gist, C. W. Pickering, H. J. Hartstene; *Acting Master*, C. F. McIntosh; *Passed Ass't Surgeon*, Wm. L. Van Horne; *Purser*, Thomas B. Nalle; *Ass't Surgeon*, Wm. A. Nelson; *Passed Midshipman*, Wm. L. Blanton; *Midshipmen*, M. K. Warrington, H. K. Stevens, H. A. Colborn, Wm. Nelson, R. Savage, A. F. Warley, F. S. Conover, R. Aulick; *Captain's clerk*, H. La-Reintrie; *Carpenter*, James McDonald; *Boatswain*, E. Cavendy; *Gunner*, John Martin; *Sailmaker*, William Ward.

Officers of the *Dale*:

CHARLES GAUNTT, *Commander*. *Lieutenants*, William Green, John M. Berrien, William W. Bleecker; *Passed Ass't Surgeon*, Lewis Wolfley; *Purser*, Philo White; *Act'g Master*, James D. Johnston, *Ass't Surgeon*, John Thornley; *Captain's clerk*, J. Milnor Williams; *Midshipmen*, Henry Ashton, Colville Terrett, Samuel P. Carter, James L. S. Beckwith, W. F. Davidson, Wm. Henry Smith, F. P. Wheelock; *Act'g Midshipman*, Lewis Beard; *Carpenter*, Hugh Lindsey; *Gunner*, Washington Bright; *Boatswain*, Robert Simpson; *Sailmaker*, George Thomas; *Purser's Steward*, Nathaniel Woodward.

MARRIAGES.

In Norfolk, on the 7th instant, Dr. GEORGE W. CODWISE, of the U. S. navy, to Mrs. VIRGINIA E. BYRD.

Near Richmond, Virginia, on the 25th Nov., Mr. JOHN F. WREN, to Miss CATHERINE E., eldest daughter of Dr. GEO. T. KENNON, formerly of the U. S. navy.

In New York, on the 9th inst., RENSSELAER TEN BROECK, Esq., to MARY MONROE, daughter of JOSEPH H. TERRY, Esq., of the U. S. navy.

DEATHS.

In Detroit, on the 3d inst., LEWIS CASS, son of Lieut. Col. JOHN GARLAND, of the U. S. army.

On the 10th instant, in Augusta, Georgia, Mrs. ELIZABETH W. TWIGGS, wife of Colonel DAVID E. Twiggs, U. S. A., and daughter of Col. J. W. HUNTER, in the 31st year of her age.

At Watervliet arsenal, N. Y., on the 8th inst., Sergeant ROBERT GRINLINTON, of the U. S. Ordnance Corps, aged 37.

At the navy yard, Pensacola, on the 30th ult., aged two years, HENRIETTA CONSTANTIA, only daughter of Commodore A. J. DALLAS, of the U. S. navy.

EDWARD OWEN and EVAN EVANS, heretofore trading under the firm of E. OWEN & Co., have taken into partnership JOHN S. OWEN. The firm will hereafter be known as that of OWEN, EVANS, & Co. They feel grateful for the very liberal patronage with which they have been favored; at the same time that they have to request that all those indebted to them, call and settle the same, either by note or otherwise, without delay, as it is essentially necessary that the business of the late firm be closed.

OWEN, EVANS, & Co., Military & Naval Merchant Tailors, Pennsylvania Avenue (near Fuller's Hotel) Washington city, beg leave to state to their patrons of the army and navy, that by recent arrangements with a London Military & Naval Embroidery Warehouse they are enabled to make up uniforms in a style not surpassed by European manufacturers.

They keep constantly on hand, the following very superior articles

Rich Gold Embroideries,	Army and Navy
do do Epaulettes	do do
do do Embroidered scales	do do
Swords, Belts, & Knots,	Army and Navy
Rich Gold Lace	do do and Marine
Undress Caps, new Regulation,	

With a full assortment of ornaments for the Staff, Topographical Engineers, Dragoons, Artillery, Infantry, &c.

Nov. 5—tf

U. S. NAVAL BENEVOLENT ASSOCIATION.

At a special meeting of the U. S. Naval Benevolent Association, held at the Navy Yard, Charlestown, Mass., Oct. 26th 1840, on motion it was voted,

That all delinquent members be notified in writing, that unless the amount due from them to the Association be paid, on or before the annual meeting on the first Monday in October, 1841, they will have forfeited their membership by the Constitution, and will no longer be considered members of the Association.

That the Secretary give this vote publicity through the Army and Navy Chronicle.

THOS. O. SELFRIDGE, Secretary of the U. S. N. Benevolent Association.

Dec. 10—4t

MILITARY AND NAVAL ORNAMENTS.

B. DELAPIERRE, Importer and Manufacturer of Military and Naval Ornaments, and embroiderer in gold and silver, 90 Fulton street, New York, begs leave to tender his services to the Officers of the Army and Navy, in the line of his profession. Epaulettes, and other ornaments, are there to be had of the best kind, and most substantial workmanship.

B. D. has imported from the most celebrated military clothing establishments in London, a small lot of the identical blue Silk Velvet, used in the British service for the corps of Topographical Engineers, a sample of which is deposited in the clothing-bureau at Washington, and has been approved of by the chief of the corps.

May 2 —tf

OFFICERS' UNIFORMS.

THE JEFFERSON WOOLLEN COMPANY manufacture and keep on hand a supply of sky-blue cassimere, for officers' uniform overalls, of approved quality and color.

Orders may be addressed to the agent of the Company at Brownville, Jeff. County, New York; or to D. Stinson, No. 60 Greenwich Street, City of New York and will receive prompt attention.

Sept. 3—tf